



CIVIL AVIATION AUTHORITY
CZECH REPUBLIC

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AIRWORTHINESS DIRECTIVE

Number: CAA-AD-008/2003R1

Replaces CAA-AD-008/2003

Date of issue: March 18, 2003

AIRBUS

A310, A300-600, A300-6000ST BELUGA

AIRCRAFT - RAM AIR TURBINE (ATA 29) - INSPECTION

Applicability:

- AIRBUS A310 and A300-600 aircraft, all certified models and all serial numbers on which AIRBUS production modification No. 12259 has been embodied (AIRBUS Service Bulletin (SB) A310-29-2086 or A300-29-6048 in service).

- AIRBUS A300-600ST BELUGA all certified serial number fitted with a RAT ejection jack P/N 772654 or P/N 772652 not accompanied with symbol "29-2".

Effective date: May 15, 2003

Compliance: Required as indicated DGAC AD 2002-638(B) R1.

Remarks: The compliance of this AD must be recorded in Aircraft Logbook, where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyne Airport, 160 08 Prague 6, Czech Republic, tel.: 420 2 33320922, fax: 420 2 20562270.

Ing. Pavel MATOUŠEK
Director of Airworthiness Division
CAA CZ

DGAC AD No.: 2002-638(B) R1

AIRBUS

A310, A300-600 and A300-600ST BELUGA aircraft

Ram Air Turbine (RAT) ejection jack (ATA 29)

1. APPLICABILITY:

- AIRBUS A310 and A300-600 aircraft, all certified models and all serial numbers on which AIRBUS production modification No. 12259 has been embodied (AIRBUS Service Bulletin (SB) A310-29-2086 or A300-29-6048 in service).

- AIRBUS A300-600ST BELUGA all certified serial number fitted with a RAT ejection jack P/N 772654 or P/N 772652 not accompanied with symbol "29-2".

2. REASONS:

An operator reported a case of rupture of the housing of the RAT ejection jack.

Investigations revealed that this rupture had been caused by overpressure in the jack, due' to an overfilling of hydraulic fluid.

The manufacturer HAMILTON SUNDSTRAND questioned its filling procedure and identified a batch of jacks likely to have been incorrectly filled.

Such a type of rupture could prevent the deployment and use of the RAT in an emergency condition.

Revision 1 of this Airworthiness Directive (AD) adds A300-600ST BELUGA aircraft in the applicability list.

3. COMPLIANCE:

A310 and A300-600 aircraft:

Within 2,500 flight hours following the effective date of this AD at original issue, unless already accomplished, check the serial number of the RAT ejection jack installed on the aircraft, and apply the corrective measures if necessary, in accordance with SB A310-29-2088 or A300-29-6050 (HAMILTON SUNDSTRAND Vendor Service Bulletin (VSB) ERPS03/04EJ-29-2).

A300-600ST BELUGA aircraft:

Within 2,000 flight hours following the effective date of this AD at Revision 1, unless already accomplished, check the serial number of the RAT ejection jack installed on the aircraft, and apply the corrective measures if necessary, in accordance with A300-29-9003 (HAMILTON SUNDSTRAND Vendor Service Bulletin (VSB) ERPS03/04EJ-29-2).

Any jack on which HAMILTON SUNDSTRAND VSB ERPS03/04EJ-29-2 has been applied must be marked with the date of application of the VSB, accompanied with symbol "29-2" in the "MOD AND DATE" zone of the identification plate.

REF.:

AIRBUS Service Bulletins:

A310-29-2086

A300-29-6048

A310-29-2088

A300-29-6050

A300-29-9003

(All later approved revisions of these SBs are acceptable)

HAMILTON SUNDSTRAND Vendor Service Bulletin ERPS03/04EJ-29-2.

| This Revision 1 replaces original AD 2002-638(B) dated December 24, 2002

EFFECTIVE DATE:

Original issue: JANUARY 04, 2003

Revision 1: March 15, 2003